

June 20, 2016

Board of County Commissioners
Charles County Maryland
P.O. Box 2150
200 Baltimore Street
La Plata, MD 20646

Attention: Danielle Mitchell
Clerk for the Board of County Commissioners

RE: Proposed changes to the Comprehensive Plan –Watershed Conservation District and its impact on the Griffith Property, located at 10300-10400 Griffith Lane, White Plains

Dear Commissioners,

I am writing as a follow-up and supplement to my May 16, 2016 letter to you relating to my family's farm at 10300-10400, Griffith Lane, White Plains. This property is approximately 232 acres slightly West of Route 301 between Billingsley Road and Route 227. Currently, the Farm (with the exception of roughly 8 acres on either side of Billingsley Road zoned RM) is zoned RC(D), part of the Deferred Development District ("DDD") and is part of the 1,160 acres proposed to be removed from the Priority Funding Area ("PFA") and placed into the Watershed Conservation District ("WCD"). I respectfully ask that the Commissioners reconsider this proposal and that the 1,160 acres in question be kept within the development district for the following reasons, among others:

- The 1,160 acres should be placed in the Residential Development District and not be placed in a Watershed Conservation District originally created to protect the Mattawoman Stream Valley. 100% of the 1,160 acres are outside of the Mattawoman Stream Valley.
- Priority Funding Designation should be maintained for the 1,160 acres and not a gerrymandered PFA surrounding only the proposed Elementary School #22. Maintaining the PFA status for this entire 1,160 acre area would allow for a future middle school and park location to be eligible for State Funding.
- Tier II sewer map designation should be maintained for the 1,160 acres. The Commissioners should reject proposals for the County to construct a multi-million dollar temporary pump station to serve only the proposed Elementary School #22, when a more thoughtfully designed and located pump station can serve areas with failing septic systems, future public school(s), future public parks, and future development at little to no cost to county taxpayers.
- The Commissioners should designate the 1,160 acres as a Transferable Development Rights ("TDR") receiving area to allow for reasonable development to occur in an area

long planned for and designated for growth. This area is less than 1 to 2 miles from Route 301, with significant public investment in infrastructure already in place.

- Inclusion of the 1,160 acres in the WCD would have an immediate and significant adverse effect on the value and potential uses of our farm and would, in effect, **single out our property for far greater development restrictions than that of other properties immediately adjacent to and surrounding our property in all directions (e.g., Southwinds Active Adult Apartment Community- North; Army Reserve Center being constructed- South; Other recently-built residences on Griffith Lane- South; Theodore Green Industrial Park- East; and Padgett Estates Subdivision- West).**

In light of all the above factors, we respectfully request that the County Commissioners reject any proposed action to include our Farm in the WCD, Tier IV area.

Sincerely,



John D. Griffith
Trustee, Griffith Farm
10300-10400 Griffith Lane
White Plains, MD 20695

4787 Old Dominion Drive
Arlington, VA 22207-2731
June 19, 2016

Commissioner Debra M. Davis, Esq.
P.O. Box 2150
La Plata, MD 20646

Dear Commissioner Davis:

In my March letter I appealed to you to reject the Planning Commission's recommendation to place in the Watershed Conservation District my family's farm that is not in the Mattawoman watershed. I explained that I farmed there in the 1960s, that I placed the land in trust for my grandchildren as their legacy, and that there seemed to be no good reason for the downzoning.

Last month I appeared at the public meeting and appealed to the County Commissioners not to destroy that legacy by what seems to be an arbitrarily and unjustified downzoning. I also heard others challenge the downzoning of the 1160 acres of which my family's farm is a part. The fate of these 1160 acres is an issue entirely distinct from that of watershed protection, and these acres are close to Route 301 and, as shown in the attached photograph, are surrounded by housing on all sides.

As far as I can tell, the County Commissioners have not yet challenged the Planning Commissioners to explain the logic behind their downzoning recommendation. Vague statements about scenic or ecological value do not seem persuasive.

I probably will not be well enough to attend Tuesday's public meeting, so I urge you to consider all aspects of and arguments about this issue and reject the proposed downzoning.

Sincerely,



Bruce Wald

Copy to: Board of Commissioners President Peter Murphy





Larry Hogan
Governor

Boyd K. Rutherford
Lt. Governor

Pete K. Rahn
Secretary

Ricky D. Smith, Sr.
Executive Director/CEO

June 20, 2016

Honorable Peter F. Murphy
President
Board of Charles County Commissioners
PO Box 2150
LaPlata MD 20646

Dear President Murphy:

The Maryland Aviation Administration (MAA) respectfully submits these comments for consideration in the Charles County Comprehensive Plan. MAA is charged with fostering and promoting aviation statewide. In this duty, MAA is pleased to support the ongoing improvement plans at Maryland Airport, Charles County's only licensed public-use airport. MAA provided comments on January 16, 2015 with respect to the Maryland Airport Land Use Study. A copy of the letter is attached to this letter.

To reiterate, Maryland Airport provides an air transportation asset to the citizens of Charles County as well as the Nation's capital. The airport provides a valuable link to the National Airspace System for all citizens including medical/life-safety flights, law enforcement and private air transport to include charter, business and recreational use.

Airports are an important economic asset to a region as well. Properly cultivated, regional airports can provide strong base for economic development and improvement to the community and region. With the planned airport improvements in the near future, strong opportunity exists for Maryland Airport to be a greater economic contributor to Charles County.

All successful, growing airports have local land-use rules and policies that allow an airport to grow and meet the demands of the traveling public. Successful regional airports in Maryland have adjoining land uses that complement the airport and contribute directly to their respective region's economic growth.

The proposed Comprehensive Plan changes the land use around Maryland Airport from "Employment & Industrial Park Districts" to "Water Conservation District" (WCD). MAA observes this will curtail any reasonable, sustainable growth around the County's airport and limit the airport's future potential. By maintaining the "Employment & Industrial Park Districts", Maryland Airport will have a chance to grow and provide the air transportation services of the region commensurate with future demand.

Honorable Peter F. Murphy
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Additionally, the proposed changes to the Comprehensive Plan will eliminate the recommendations of the Maryland Airport Land Use Study including development of airport overlay zoning ordinances. The future growth and success of the County's airport will be significantly restricted. Good airport overlay zones should address both tall structures within a three nautical mile radius, and compatible land-uses near the airport. MAA recommends airport overlay zones that meet or exceed Code of Maryland Regulations (COMAR) 11.03.05, *Obstructions to Air Navigation*. Land-use policy that adapts COMAR 11.03.05 will assure safe flight operations today and into tomorrow.

To protect and enhance the public's investment in Maryland Airport, MAA repeats our January 16, 2015 call for compatible land-uses. Successful airports are not successful just for their aviation activity, but for their ability to safely grow and meet the demands of the flying public. Compatible land-use planning and airport overlay zones is critical to protect the airport now and into the future. MAA is pleased to partner in improvements at Maryland Airport and welcomes Charles County's support and efforts. Properly enacted airport overlay zones will help Maryland Airport grow and prosper and, in turn, contribute to Charles County's growth and prosperity.

Thank you, once again, for considering these comments. If I can help answer any questions, please feel free to contact me at 410-859-7064 or via email at asolanki@bwiairport.com.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Ashish J. Solanki', is written over a horizontal line.

Ashish J. Solanki, A.A.E.
Director
Office of Regional Aviation Assistance

Enclosures: MAA letter, January 16, 2015



Maryland Aviation Administration

11/13/2014 11:11:12 AM

Martin O'Malley
Governor

Anthony G. Brown
Lt. Governor

James T. Smith, Jr.
Secretary

Paul J. Wiedefeld, A.A.E.
Executive Director / CEO

January 16, 2015

Mr. Steven Ball
Director
Department of Planning and
Growth Management
PO Box 2150
LaPlata MD 20646

Dear Mr. Ball:

The Maryland Aviation Administration (MAA) respectfully submits these comments for consideration and in support of the Maryland Airport Land-Use Study. MAA is charged with fostering and promoting aviation statewide. In this duty, MAA is pleased to support the ongoing improvement plans at Maryland Airport, Charles County's only licensed public-use airport.

MAA recognizes the transportation asset served by Maryland Airport to the citizens of Charles County. To serve public and private interests of the region, Maryland Airport is categorized as a "Reliever Service" landing facility. Maryland Airport serves the Nation's Capital as well as Charles County. The airport provides a valuable link to the National Airspace System for all citizens including medical/life-safety flights, law enforcement, private air transport and recreational use.

Airports are an important economic asset to a region as well. In a study commissioned by MAA in 2013, Maryland Airport generated 220 total jobs, over \$15 million and \$9 million in personal income and business revenue respectively, and over \$1.5 million in state and local taxes. With the planned airport improvements in the near future, strong opportunity exists for Maryland Airport to be a greater economic contributor to Charles County.

To protect and enhance the public's investment in Maryland Airport, MAA encourages compatible land-uses. Successful airports are not successful just for their aviation activity, but for their ability to safely grow and meet the demands of the flying public. Compatible land-use planning and airport overlay zones will protect the airport now and into the future. Good airport overlay zones should address both tall structures within a three nautical mile radius, and compatible land-uses near the airport. MAA recommends airport overlay zones that meet or exceed Code of Maryland Regulations (COMAR) 11.03.05, Obstructions to Air Navigation. Land-use policy that adapts COMAR 11.03.05 will assure safe flight operations today and into tomorrow.

Mr. Steven Ball
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All successful, growing airports have one thing in common; local land-use rules and policies that allow the successful airport to continue its success. MAA is pleased to partner in improvements at Maryland Airport and welcomes Charles County's support and efforts. Properly enacted airport overlay zones will help Maryland Airport grow and prosper and, in turn, allow Charles County to grow and prosper.

Thank you, once again, for considering these comments. If I can help answer any questions, please feel free to contact me at 410-859-7064 or via email at asolanki@bwiairport.com.

Sincerely,

A handwritten signature in black ink, appearing to read "Ashish J. Solanki". The signature is fluid and cursive, with a horizontal line extending from the end.

Ashish J. Solanki, A.A.E.

Director

Office of Regional Aviation Assistance